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MONTHLY SUPPLEMENT
No. 1—AUGUST, 1937
TO THE
MARINE OBSERVER—VOL. XIV, No. 127.

NOTICES TO MARINE OBSERVERS.

CURRENT OBSERVATION.

It is very desirable that good current data should be recorded. Spaces are provided for current experienced throughout the day and for current determined at shorter intervals in Meteorological Logs, while Form 911 provides for either or both.

Generally the difference between the *Dead Reckoning Position* at noon, reckoned from previous noon, and the *Observed Position* has been accepted as attributable to a single current for the whole 24 hours.

It is necessary to make careful distinction between *Dead Reckoning Position* and *Estimated Position*, the former being the position as reckoned from the last fix by courses steered and distances run, corrected for all known errors and disturbances *except* current. When a fix cannot be obtained, an estimation for current (when one is known generally to exist) is sometimes applied to the D.R.; the result may then be conveniently termed the *Estimated Position*.

If this estimated position is given in the Meteorological Log or Form 911, *it should be clearly stated*, otherwise it may be misleading.

Currents of varying velocity and direction may be experienced along the track made in 24 hours; therefore, when reliable fixes such as by Stellar observations at twilight are obtained, the current should be determined for the intervals, and all should be checked with the noon to noon result. Each of these currents determined at shorter intervals than 24 hours should be entered in the Meteorological Log in the appropriate column, and the time and latitude and longitude of each observation position should be given in the latitude and longitude columns. The times given on Form 911 indicate the interval. The period of short interval currents should usually not be less than say, six hours. The best interval is probably from twilight to twilight.

It is desirable that whenever possible two methods of ascertaining the distance run through the water should be used, with one means of measuring the speed the inclination is to credit the ship. When possible it is recommended that both patent log and revolutions should be used.

For working out the set and drift of current the position *from* as well as the position *to* must always be *fixes*. Some observers have used an *estimated* position *from*, which makes the set and drift false. The same remarks apply to course allowances for set; the latter are naturally necessary to make an *estimated* course.

It is not only records of strong or abnormal currents that are desired. Records of the state of the current, no set, small sets, moderate sets and great sets at all times when the information can be obtained with reliability are necessary for completing current charts for all oceans and providing the information desired in the sailing directions.

Selected Ships.

In making their routine wireless weather reports to all ships (C.Q.) Selected ships may give material aid to navigation by including the set and drift of current found when considered reliable. This practice of broadcasting the set and drift of current found between Stellar fixes at sunset and dawn twilight in the next routine W/T weather report also helps in our investigation of the currents in all parts of the world and may be the means of improving knowledge of the causes, variations and peculiarities of currents.

When the set and drift is included the code message may be conveniently shortened thus:

C.Q. WEATHER 13167 55106 00000 16979 Current
From 15N. 52E. To 16N. 54E.
58° one knot. *Dalgoma.*

Example taken from Selected Ships' Register Form 138 of M.V. *Dalgoma* for March 5th, 1933, supplementary groups of code figures being omitted.

POSTAL ARRANGEMENTS.

The quarterly numbers of the MARINE OBSERVER are published on the last Wednesdays of December, March, June and September, while the monthly supplements are published on the last Wednesday of the intervening months.

If captains of observing ships will forward to the Meteorological Office the particulars required hereunder, endeavour will be made as far as mails permit to post the latest number or supplement with appropriate forms for observational work for use on their homeward passage.

S.S...... *Captain*.....
Port of Call.....
Date of Homeward Departure.....
Postal Address.....

When this information is not given The MARINE OBSERVER or Supplement will be addressed to the Commanding Officer, s.s....., c/o the owners, and captains are requested to make their own arrangements for forwarding.

DESPATCH OF INFORMATION REQUIRED IMMEDIATELY FOR THE CONDUCT OF THE WORK AT SEA.

Shipowners, Marine Superintendents and all concerned in the despatch of mails to Ships abroad are asked to kindly facilitate the despatch and delivery of postal matter received at their offices from the Meteorological Office and Air Ministry Publication Depot to their Ships abroad.

This matter addressed to the Commanders of Ships contains information which is required for the Conduct of Marine Meteorological Work at Sea and is most effective if received by the Commanders at the earliest possible date.

Much of the information referred to is published in the MARINE OBSERVER and Supplements, and is of a seasonal nature. This journal also contains advice to Regular Observing Ships which enables them to perform voluntary service by Wireless Communication for the benefit of all shipping.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during AUGUST as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 64 and 65 of the April, 1937 number.

The periodic boundary within which ice has been observed is shown and a list of exceptional positions of ice observed in the North Atlantic during AUGUST is given. Ice sighted between JULY 1st and 27th, 1937 is indicated by symbol in the position reported, the figure giving the day of the month in July. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol (H)

Ice symbols used on the chart:— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING AUGUST.

(C) From 1st July to 10th April, inclusive.

(F) From 16th May to opening of Belle Isle route. Westbound, on approaching Cape Race steer a course to pass 10 miles S. of Cape Race. Eastbound, steer from position 25 miles S. of Cape Race.

(G) From the opening of the Straits of Belle Isle to 14th November.

Steamers keep (10'N. of this track Westbound / 10'S. of this track Eastbound)

Boundary within which ice has been reported to the Meteorological Office (1901 - 1935) - AUGUST.

EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
Aug. 12, 1903	S.S. Saxon Prince ...	37°52'N.	71°30'W.	Piece 3 ft. high, 40 ft. long.
,, 7, 1908	S.S. Caronia ...	50°31'N.	18°55'W.	2 pieces 10 ft. square and 15 ft. square.
,, 2, 1909	S.S. Shimosa ...	37°16'N.	42°06'W	Piece 18 ft. by 5 ft., 2 ft. out of water.
,, 14, 1912	S.S. Ulstermore ...	43°55'N.	39°16'W.	Piece.
,, 27, 1912	S.S. Lux	42°30'N.	15°26'W.	50 ft. sq., 4 ft. out of water.
,, 10, 1913	S.S. St. Louis ...	41°02'N.	48°00'W.	Berg.
,, 16, 1915	S.S. St. Leonards ...	41°09'N.	56°43'W.	—
,, 21, 1915	S.S. Strathgarry ...	40°46'N.	68°20'W.	Growler.
,, —, 1915	Do. ...	39°00'N.	46°20'W.	Piece 20 ft. long, 4 ft. high.
,, 29, 1920	U.S. Hyd. Bulletin	40°30'N.	47°52'W.	Berg.

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CORRECTIONS

UP TO JULY 19TH, 1937.

MADE SINCE PUBLICATION OF THE JULY, 1937 MARINE OBSERVER.

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
Cato	M.L.	197*† Ingoma	M.	*† Manchester Regiment	S.	*to* 197*† Manchester Regiment	S
*† San Casimiro ...	M.						
Torcello	M.L.						

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DERELICTS AND FLOATING WRECKAGE.

Date.	Position. Latitude.	Longitude.	Description.
NORTH SEA.			
9.7.37	56°51′N.	1°46′E.	Heavy spar floating vertically.
15.7.37	57°32′N.	5°01′E.	Capsized lifeboat *Norges Flandels Sjofartstidende*.
ENGLISH CHANNEL.			
3.7.37	49°37′N.	6°58′W.	Red conical buoy, medium size, encrusted with marine growth.
9.7.37	49°57′N.	2°00′W.	Heavy baulk of timber about 20 ft. long by 2 ft. square.
15.7.37	48°05′N.	5°34′W.	Conical buoy.
18.7.37	48°58′N.	4°18′W.	Red conical buoy with black cylindrical topmark numbered one.
MEDITERRANEAN.			
1.7.37	40°00′N.	1°00′E.	White boat 6 metres long, full rigging.
3.7.37	40°00′N.	5°00′E.	Round object, brown in colour.
NORTH ATLANTIC.			
1.7.37	59°20′N.	1°46′W.	Small motorboat floating upside down, bottom brown.
2.7.37	48°56′N.	11°26′W.	Part of wrecked sailing ship.
4.7.37	36°15′N.	74°02′W.	A heavy timber about 4 ft. diameter, one end projecting about 2 ft. out of water.
5.7.37	42°55′N.	10°50′W.	Two heavy logs 20 ft. by 4ft. almost submerged.
NORTH ATLANTIC—*continued.*			
6.7.37	44°29′N.	5°08′W.	Two planks 5 metres by 2 metres, covered with barnacles.
6.7.37	43°38′N.	9°29′W.	Submerged log.
7.7.37	29°30′N.	74°16′W.	Raft composed of logs lashed together partly submerged.
7.7.37	44°42′N.	57°00′W.	A black and white conical buoy, showing 6 ft. out of water.
12.7.37	49°55′N.	10°56′W.	Cable buoy, staff and flag moored.
12.7.37	58°39′N.	11°30′W.	Red and white horizontal striped can buoy.
13.7.37	44°35′N.	8°47′W.	Partly submerged log, about 12 ft. long covered with barnacles.
17.7.37	45°49′N.	7°26′W.	Two pieces wood, 5 and 3 fathoms long, diameter 2 ft. Another lying 1 mile S.S.W. from first 2, 5 fathoms sq. sections of 2 ft.
NORTH PACIFIC.			
1.7.37	44°50′N.	134°22′W.	A log 30 ft. long and 3 ft. diameter.
3.7.37	45°03′N.	124°23′W.	A tree trunk 25 ft. long with many branches.
5.7.37	40°08′N.	124°56′W.	Numerous pine logs each about 50 ft. long by 3ft. diameter.
6.7.37	38°17′N.	124°18′W.	Two partly submerged logs.

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